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THURSDAY, OCTOBER 22, 1908.

四拜禮

號二十月十英港香

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J. R. M. SMITH,
Chief Manager.

Hongkong, 15th October, 1908. [24]

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J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907 [28]

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W. M. ANDERSON,
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Hongkong, 8th April, 1908. [25]

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(Netherlands Trading Society.)

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On Current Accounts 2 1/2 per annum on daily balances.

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Do. 6 do. 4 1/2 do.
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,
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Hongkong, 16th July, 1908. [26]

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YOKOHAMA SPECIE BANK, LIMITED.

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For 3 months.....5 1/2 per Cent.

TAKKO TAKAMICHI,
Manager.

Hongkong, 12th September, 1908. [23]

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" " " 6 " " " 3 1/2 " "
" " " 3 " " " 3 " "

JOHN ARMSTRONG,
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Hongkong, 13th May, 1908. [29]

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INTEREST allowed on Current Account.
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A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30]

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New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

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Hongkong, 2nd July, 1908. [633]

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FOR	STREAMERS	TO SAIL ON	REMARKS
SHANGHAI	{ DELHI Capt. J. D. Andrews, R.N.R. }	About 30th Oct.	Freight at Passage.
LONDON, &c., via usual Ports	{ ASSAYE Capt. C. L. Daniel }	31st Oct. Noon.	See Sp. Advertisment.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ SUMATRA Capt. E. W. France }	4th Nov.	Freight and Passage.
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E. A. HEWETT,

Superintendent.

Hongkong, 19th October, 1908. [7]

Intimations.

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AGENTS FOR

AQUASCUTUM RAINCOATS.

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\$45.00 each.

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WINE AND SPIRIT MERCHANTS,

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Hongkong, 22nd September, 1908. [40]

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NOTICE.

On and after the 1st November, 1908, and until further notice, the schedule of fares will be as follows:—

KENNEDY TOWN to CAUSEWAY BAY } 10 cents first class.

(any distance) } 5 " third "

CAUSEWAY BAY to SHAIKIWAN } 10 " first "

(any distance) } 5 " third "

Monthly tickets available for any number of journeys on any section of the line, for one Calendar month, may be obtained on application to the undersigned.

The charge for these tickets is \$10 each.

Monthly tickets are issued subject to the Bye-laws and Regulations of the Company, and to the following conditions:—

Payment to be made in advance in Hongkong Bank notes.

The tickets are not transferable and are available only during the month in which they are issued.

No refund can be made in respect of unexpired tickets.

SHEWAN TOMES & Co., J. GRAY SCOTT,

Agents, General Manager.

Hongkong, 15th October, 1908. [914]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

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Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 25th October.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Manager. [1]

Hongkong, 21st June, 1907.

GRAND CARLTON HOTEL

AND

ANNEXE.

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Excellent Accommodation for Single and Family Visitors.

Excellent Cuisine.

Centrally Situated.

Matron in Attendance.

For Further Particulars, apply

MANAGER, [790]

Hongkong, 9th October, 1908.

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(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely

New Management. Large and Comfortable Rooms, Excellent Cuisine and

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First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BLUMENTHAL,

Manager. [998]

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HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [1]

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ALEXANDRA
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Sailor Suits.Up-to-date
GOODS
at
Moderate Prices.POWELL'S
ALEXANDRA
BUILDINGS.

Hongkong, 20th October, 1908.

CHINA AND HER FOREIGN
RELATIONS.OUTSTANDING QUESTIONS.
DR. MORRISON'S VIEWS.

The Peking correspondent of the *Times* under date August 27th sends a remarkable letter to the London Journal, from which we make the following extracts:—

For some time past observers have been able to record a sensible improvement in the conduct of the foreign affairs of China. The improvement dates from the acceptance by the Viceroy Yuan Shih-kai of a seat in the Ministry of Foreign Affairs, and from the promotion of Liang Tung-yen, a graduate of Yale, to a Vice-Presidency of the Ministry. The Viceroy brought to the Wai-wu-pu the quietest strength of character, prestige, and influence among his contemporaries, while Liang Tung-yen has supported the Viceroy with a knowledge, rarely equalled among his countrymen, of Chinese and English. The result has been excellent. Complaints are now rarely heard of unanswered dispatches, or of exasperating evasion and trickery. China is at present as free from international complications as most other Powers, a result the more striking when one remembers that only eight years ago her Metropolitan Province was in the throes of armed conflict with all the world.

Speaking broadly, one may say that China has no foreign question on her hands of any magnitude, though she has questions of some importance with Japan, Russia, France, and Portugal, and of lesser importance with the other Powers. Russian activity is dormant pending the arrival of M. Korostovets, the new Russian Minister, who succeeds the lamented Pokotiloff. Under his guidance there is no reason to doubt that Russia and China will resume their traditional friendship. Contentious with China throughout such an immense distance, Russia must always bulk in the counsels in Peking as one of the greatest Powers. At present it is only in North Manchuria that her interests clash with those of China. In what are called the "Railway Settlements" at Harbin and other points along the Russian Manchurian Railway, large tracts of territory have been purchased by the Russian Railway Company; and according to Article VI. of the Railway Contract of the 8th September, 1896, "La société aura le droit absolu et exclusif de l'administration des ces territoires." Under this clause the railway claims and exercises full jurisdiction and administrative authority. "Foreigners, as well as Russian and Chinese subjects, who may acquire the right to reside, hold property, and carry on business within the precincts of the territory of the railway" must sign an agreement attested by their Consuls that they will (a) obey all police, building, sanitary, and trade regulations in force or subsequently to be promulgated; (b) pay all taxes and dues imposed at the will of the administration or municipality; (c) forfeit or abandon all right to have recourse, legal or national, to any redress or compensation in the event of the administration decreeing the forfeiture of his lease, the suspension or closure of his business, and the demolition, at his expense, of any buildings created by him, for non-compliance by the lessee or tenant under the railway with any regulation.

JAPAN.

As Russia claims and exercises these rights in the North, so Japan claims and exercises similar rights in the South, where she has become heir to all rights and privileges secured by Russia under her original railway agreements. In the exercise of these rights Japan forbids the Imperial railways of North China from entering the Chinese city Mukden, and intercepts the Chinese railway from crossing the Japanese railway. At Kwanchengtzu, Tieling, Mukden, Liao-yang, and other large cities of Manchuria past which her South Manchurian railway runs, Japan claims and exercises full authority within the railway territory, treating it as simply an extension of the leased territory of Dairen and Port-Arthur. She has occupied large areas wherein she not only exercises administrative rights, but claims jurisdiction over the subjects of all nations. Among other regulations promulgated by the Japanese Railway under "Company Order 14" for the government of these territories is one establishing the right of domiciliary search and distraintment. Small wonder that the New-chang Chamber of Commerce is alarmed at such a strange interpretation of the "Complete Evacuation of Manchuria," which leaves Manchuria intersected throughout its greatest length by a strip of alien territory barring the commercial expansion of the sovereign power.

Japan has many outstanding problems with China. Her policy since the war has not tended to inspire confidence. Negotiations for a settlement of questions in dispute are suspended pending the arrival of the new Minister, Mr. Hui. Chief among them is the dispute about the ownership of Chientao, a territory as large as many provinces, which adjoins the northern border of Korea, and has long been regarded as Chinese territory. Though long occupied by China, it is now claimed by Japan to be really a portion of Korea; as having in times long distant been a portion of Korea, a contention which, if pressed, would justify considerable encroachments into Manchuria. The Chinese official resides at Yen-chi-ting, a sub-prefectural town west of Hunchun, on a tributary of the Tiemen. In the interests of Korea the Japanese have stationed a post at Liu-tao-kou, some miles to the south of Yen-chi-ting, and await events. There seems little doubt that China can establish claim to this territory from long dominion, and the solution expected here is that Japan will admit this claim, but will insist upon retaining jurisdiction over the Koreans who form a large proportion of the inhabitants of the region.

Other cases in Manchuria also await settlement. The Yalu Timber Agreement is signed by certain differences regarding its application have still to be adjusted. The seizure of the Yantun Galleries is also an unsettled grievance.

as is the question of posts and telegraphs. Foreigners are specially interested in the post matter, because the disgraceful service of the Japanese Post Office, the delay and disappearance of letters entrusted to it, is a daily bitterness. The British Postal authorities fail to realize what we suffer from the deficiencies of the Japanese Post Office in Manchuria. Then there is the question of the Japanese occupation of buildings in Mukden and other cities evacuated by our allies; of the bridge across the Yalu at Antung, and other things. Above all is the veto upon Chinese railway construction north of Hsiamintun.

In China itself there is the important question of the right of residence in the interior away from the treaty ports of such large numbers of Japanese; the frequent abuse of passport; the religious question and the propagation of Reformed Buddhism. There there is a question that is bound to become of increasing importance—namely, the registration in Fubien Province, abreast of the Japanese possession of Formosa, of Chinese as Japanese subjects, on the ground that they or their ancestors were natives of the Island of Formosa. The difficulty is similar to one that formerly caused friction in Siam, where France used to register as French subjects, not only the natives, but the descendants of the "ancient habitants" of the territory east of the Mekong, which in 1893 had passed into her possession.

Of trade questions with Japan, the most important for foreigners in China is the infringement of trade-marks, the forgery of foreign bank-notes, and the importation into China of Japanese imitations of Chinese provincial notes. Fortunately, since the publication in the *Financial and Commercial Supplement* of the *Times* of April 10th of extracts from Sir Claude MacDonald's important dispatch of January 18th, wherein the Ambassador declared that in "a half-hour's walk in Tokyo he can find ten to twenty imitated British trade-marks," much attention has been given to the matter and there are signs of an awakening of conscience. Imitation by Chinese of British trade-marks is not serious, but the importation on a large scale into China of Japanese imitations of British trade-marks is very serious indeed, and requires quite as trenchant criticism as the traffic has received at the hands of the chairman of the China Association and other authorities.

THE "TATSU-MARU."

Such are briefly the main questions that China has to arrange with Japan, the "Great Eastern Nation." Next in order comes the dispute with the "Great Western Nation," as Portugal is termed, over the delimitation of the boundaries of Macao. The case is one of considerable interest. It has assumed its present importance since the seizure of the Japanese steamer *Tatsu-maru* when running arms into Macao. China was compelled to make adequate reparation and apology for the affront to the Japanese flag. But, apart from this there was the controversy whether the vessel was seized in the territorial waters of China, as China declared, or of Portugal, as was contended by the Portuguese.

By the Protocol of Lisbon, signed on March 26th, 1887, China confirmed the "perpetual occupation and government of Macao and its dependencies by Portuguese possession." The Protocol was signed on behalf of China by Mr. J. D. Campbell, the representative of the Chinese Maritime Customs in London. It was signed in order to secure the adhesion of Macao to the Hongkong Opium Convention of September 11th, 1885. Later in the year the treaty arising from the Protocol was signed in Peking, but the Chinese refused to insert the words "and its dependencies." The treaty was signed on December 1st, 1887, with this omission. It stipulated that "Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries which shall be determined by a special convention." Twenty years have passed, and the delimitation of the boundaries has never been proceeded with—that is now the difficulty.

There have been occasions since the *Tatsu-maru* incident when the dispute might have become complicated but for the friendly interposition of the British Legation. At present negotiations in Peking are suspended pending the arrival of the new governor of Macao, Lieutenant-Colonel J. A. Rodadas, when delegates appointed by him and by the Legation in Peking will meet the representatives of the Viceroy of Canton and proceed to the delimitation.

THE YUNNAN FRONTIER.

With France China has no question of any importance except that arising from the Yunnan frontier incident. The negotiations are following a normal course. China has paid the indemnity of 250,000 francs, and is engaged in inquiring into the culpability of the culprits. Her reply regarding more ample recognition of the rights of the two Anglo-French mining companies in Yunnan is not regarded as satisfactory, for it simply refers back to the original agreements, the evasion of which has been a chief ground of complaint. And the Viceroy has not yet been removed. Reports reaching Peking from foreigners in the Province, other than the French officials interested in his removal, speak highly of the action of the Viceroy during the recent troubles in repelling the raid and preventing the extension of the movement into the interior. Moreover, he has done some admirable work in the suppression of opium that his removal will not be received with unmixed satisfaction.

No statement of claim for losses sustained by the Yunnan Railway owing to the suspension of work during the disturbance has yet been presented to China. In the meantime the Chinese are complaining that many Chinese are being arrested in Indo-China and interned as "Revolutionaries" who are really innocent people who have failed to pay the poll tax. There is wide divergence in the statements of fact presented by both sides, and it will be well if the present question leads to a reorganization of the conditions prevailing along the frontier. China has no Consuls in Indo-China but is understood to hope that after the settle-

ment of the present misunderstanding Consuls may be permitted.

Germany has no question with China. She has caused some stir by suddenly assuming the protectorate of Turkish official subjects in China, but of this you have been informed by cable. A Turkish official is in Peking at the present moment, the Sheikh Ali Riza Effendi.

Recently Germany reminded China of the mining rights secured to Germany along the railway now under construction from Tientsin through Shanung Province to the River Yangtze, opposite Nanking. Along the Shanghai section of the railway Germany can invoke the terms of the Kiaochow agreement, and claim a monopoly of mining within a distance of ten miles on each side of the railway. At the present juncture the concession is of importance, because of the existence close to the railway near the southern border of the province of a valuable deposit of coal, from which supplies can be drawn for the railway.

AMERICAN FRIENDSHIP.

With America the relations of China are unusually cordial, and the reception accorded to the fleet at Amoy at the end of October will be an unprecedented scale. There was at one time a belief that the visit of the fleet might in some way assist China in her negotiations with Japan, "giving her face" and magnifying her prestige, and no doubt many Chinese still hope for some vague and undefined assistance which America has never dreamed of tendering. Really the unexampled honour shown the fleet is an acknowledgment of the action of the President in relieving China of the payment of the unexpended balance of the excessive Boxer indemnity secured by the United States in the Protocol of 1901. The further acknowledgment of the President's action, the annual sending of Chinese students to America, is one of the wisest things China ever did. To Mr. Rockhill largely belongs the credit of a policy that, above all others, will make for solid friendship and will be of far-reaching importance throughout the Empire. To America also belongs the credit of originating the Opium Inquiry Commission, which will meet in Shanghai on January 1st. Her chief representative will be Bishop Brent, who was a member also of the Philippine Opium Commission. England will be represented, among others, by our commercial Attaché in China, Sir Alexander Hosie, who will bring to the conference a knowledge of the subject that will not be surpassed by any other delegate.

To continue the survey. Of the minor Powers Belgium has the largest stake in China, but her interests are purely commercial. She is interested in the redemption of the Peking-Hankow Railway, a work mainly due to Belgian enterprise. She is also interested in the dispute regarding the Chinese Engineering and Mining Company, the bulk of the shares of the company being held in Belgium, the mining staff being exclusively Belgian, and most of the orders being placed in Belgium; whilst it is a Belgian, the Chevalier de Wouters, whose evidence, if it should ever be given at The Hague, will have material effect in assisting the Tribunal to understand the solidity of Chinese opposition.

This unfortunate dispute is of some standing, and has already appeared before the British law Courts. Added interest is given to it by the belief that China now desires to carry her case before the Judicial Tribunal of The Hague. It is a complicated case, for the transaction which is the subject of dispute was effected by a German, an American, and a Belgian, though it is England, that has to bear the opprobrium, for the company is registered as a British company, and has two British military officers on the active list as its general managers, though they, of course, are in no way responsible for what occurred years before they joined the company. It is to be hoped that the dispute may be arranged without recourse to The Hague. The case while it continues blocks the way of other concessions. Chinese constantly cite it as the reason why mining laws have been drafted so as to exclude foreign participation in mining enterprise in China.

RELATIONS WITH GREAT BRITAIN.

England has no serious question with China, though she has every reason to be dissatisfied with the hopelessness of Chinese currency, with the unsatisfactory condition of Chinese mining regulations, with the multiplication of like barriers, the arbitrary interference with inland trade, and disregard of transit passes. She has, in fact, many reasons to complain that so many provisions of the Mackay Treaty, devised for the improvement of commercial intercourse, remain a dead letter; and it is being a question whether some remonstrance should not be addressed to the Chinese Government to abolish customs and domestic slavery and reorganise the administration of justice. Extraction of guilt by torture is still universal throughout the Empire, though Article 12 of the Mackay Treaty is always there to remind the world that "China having expressed a strong desire to reform her judicial system and bring it into accord with that of Western nations, Great Britain agrees to give every assistance to such reform."

Various concessions are the subject of negotiation with the Chinese, among others the Kiang Pei Concession in Szechuan province, and the Anhui Mining Concession at Ta-tung near to Wu-hu. In the latter case, a considerable portion of the shares are held by Japanese. Participation was, in the first place, offered to the Chinese, who declined the offer just as they declined to participate in the South Manchurian Railway Company.

The blocking of goods traffic on the Shanghai-Nanking Railway, in the interests of competing boat traffic, affects China mainly, for she is responsible for the 5 per cent. interest on the capital and has herself to make good the deficiency. In the case of the Hangchow-Ningpo Railway England has treated China with a consideration and benevolence that has met with little requital. Of minor questions, one of considerable interest has to do with the raising of the status of the diplomatic representatives of India in Kashgar, where the

British agent, a most capable and trustworthy official, has long had to occupy a position of much inferiority to that of the Russian Consul-General, though our interests there are of considerable importance.

Finally, we have good reason to be satisfied with the increasing authority of the British Legation, and the remarkable spread of the knowledge of English, leading to high national efficiency, as well as to a much easier intercourse with the people, official and otherwise. At the Wai-wu-pu beside the Minister Liang Tung-yen, there is a highly trained staff of English-speaking secretaries, and every Ministry in Peking has now competent interpreters versed in foreign ways.

Public Company

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS TO-MORROW, the 23rd inst., at Noon. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, 1908, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 22nd October, 1908. [886]

Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION:

on

WEDNESDAY,

the 28th day of October, 1908, at 3 o'clock in the afternoon, at their Sales Rooms,

No. 8, Des Voeux Road Central, (corner of Ice House Street),

THE FOLLOWING

VERY VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria in the Colony of Hongkong, viz.:

ALL THOSE TWO PIECES OR PARCELS OF GROUND situate at Victoria aforesaid and registered in the Land Office respectively as MARINE LOT NO. 264 and MARINE LOT NO. 265 (together with the messuages thereon known as Nos. 24, 23, 24, 25 Praya, Kennedy Town).

Annual Gross rent payable in respect of Marine Lot No. 264—\$182.00, and in respect of Marine Lot No. 265—\$208.00. Area, Marine Lot No. 264—16,351 Square Feet, Marine Lot No. 265—14,805 Square Feet or thereabouts.

Each of the above Lots is held for the unexpired residue of the term of 999 years commencing on the 24th day of June, 1887.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or toMessrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 13th October, 1908. [912]

Intimations.



GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breachloaders from 30lb. each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minorca, London, E.C. England. [688]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM FARLEEN,
Manager.

Hongkong 22nd June, 1908. [61]

O. C. MOOSA,
1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHING.

Samples on application. Coast
Port orders carefully executed.

Hongkong, 20th September, 1908. [50]

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

VAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrophula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

6

LOST.

510 REWARD.

1 GOLD TIE PIN SET with 3 PEARLS.

W. S. BROWN,
H.K. & Co. Wharf & Godown Co., Ltd.

Hongkong, 20th October, 1908. [932]

HONGKONG GYM KHANA CLUB

HONGKONG VOLUNTEER TROOP.

A GYM KHANA will be held on the POLO GROUND on SATURDAY, 24th October, 1908, when the above Club and the Hongkong Volunteer Troop will be at Home to their friends.

The Ladies of Hongkong are cordially invited.

REGINALD F. C. MASTER,
Hon. Sec. and Treasurer.
Hongkong, 19th October, 1908. [923]

THE IMPERIAL-COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 8, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,
84, Piccadilly, W.

London, 19th August, 1908. [769]

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.

Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertakers and Executors.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1908. [48]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,

HONGKONG.

November and December, 1908. [76]

SWATOW DRAWN WORK

COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.

all of the best quality;

ALSO

SWATOW BEST PEWTER WARE

CANTON EMBROIDERY and CHINESE

LAOES,

all from the best French patterns.

HONGKONG and SWATOW.
Hongkong, 19th October, 1908. [51]

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

THIS SEASON'S SPECIALITIES—

Lime Fruit
Champagne,
Dry Ginger Ale,
Lemon Squash,
Champagne Cider,
Orange Champagne.

WATSON'S FRUIT SYRUPS
Mixed with Aerated or plain water make

DELICIOUS COOLING DRINKS.
Guaranteed to be made from the PURE JUICE OF SOUND RIPE FRUIT.

A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA AND MANILA.
ESTABLISHED 1841.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

BIRTHS.
ARTHUR.—October 10th, at Anping, Formosa, wife of H. W. ARTHUR, of a daughter, (Una Elizabeth).
On October 14, 1908, at Shanghai, the wife of A. HERRBERG, of a daughter.
On October 15, 1908, at Shanghai, to Mr. and Mrs. T. B. VAN CORNICK, a daughter.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 22, 1908.

LOCAL AND GENERAL.

MR. IJUNO, the new Japanese Minister to the Chinese Court, arrived in Peking on Thursday, 15th inst.

A WEEK'S hard labour was the tonic doled out to a Quarry Bay fitter, by Mr. J. R. Wood, this morning, in the Police Court, for stealing a bottle of oil belonging to the Shipyard, yesterday.

FOR being in unlawful possession of a silver watch, valued at \$6, which was stolen from 11, Pottinger Street, on the 4th instant, a coolie, residing at 26, Cross Street, was, in the Police Court, this morning, fined \$15, or in default one month in gaol.

A CHINAMAN, who brought two lads into the Colony yesterday, for emigration purposes, was, in the Police Court, this morning, sentenced to one year's imprisonment. Accused was arrested as he left the Canton steamer with the two boys in his charge.

THE British steamer *Cheongching* reached port last evening from Tientsin, having experienced fine weather all the way down. She had on board 150 time-expired men belonging to the Cameron Highlanders, in charge of Major Brodgen and Captain Crichton. These men will sail for the homeland in a few days on board a trooper.

AFTER we had gone to press yesterday, Mr. J. H. Kemp (first police magistrate) gave his decision in the case in which three coolies were charged with entering the ground floor of 9, Tate Mee Alley and stealing six bales of paper, valued at \$40, and a large quantity of tea leaves, worth \$65. His Worship sentenced two of the accused to four months' hard labour each. The third man was discharged.

Suicide at Sea.

SECOND ENGINEER'S DEATH.

SHOOTS HIMSELF THROUGH THE HEAD.

Shipping men trading up and down the coast will learn with some regret of the death of Mr. David Mason Dickie, second engineer of Messrs. Jardine, Matheson and Company's steamer *Cheongching*, who committed suicide on the 20th instant, while the vessel was ploughing her way to this port. It is needless to remark that the sad occurrence has cast a gloom over the ship.

What was the immediate cause for the rash act is at present wrapped in the cloak of mystery, which will, probably, never be solved. The *Cheongching* left Tientsin on the 14th instant, bringing with her a number of time-expired soldiers of the Cameron Highlanders, and a cargo of general merchandise. Light mousoun and a calm sea was experienced during the trip. To those on the *Cheongching* an untoward incident seemed likely to happen on board during the steamer's voyage down, and as far as Mr. Dickie was concerned he appeared to be in his usual spirit. On Tuesday last, however, when everything was quiet on board, and while Captain V. McClymont-Liddell was on the bridge, a revolver shot sounded throughout the length and breadth of the ship. The grim tragedy had been enacted. Attracted by the sound the captain and another officer proceeded to the second engineer's cabin, and, finding the door locked, an entrance was forcibly made. The sight that met their eyes was a painful one indeed. Mr. Dickie, as we are informed, was lying on the settee, his face covered in blood, which was flowing from his head and mouth. At his side lay a revolver with a cartridge missing. On examination it was found that life was extinct, and it was apparent from the wound inflicted that he had placed the muzzle to the temple and pulled the trigger.

With her flag at half-mast and the police pennant flying aloft, the *Cheongching* steamed into the harbour last evening. The police pinnace was soon alongside, and the mortal remains of the second officer were sent to the public mortuary.

Mr. David Mason Dickie was thirty-three years of age, and a native of Scotland. He joined the Indo-China Steam Navigation Company in 1901, and was a most respected member of the shipping community, both here and at the Northern ports where he was well known. He was much liked, a popular "second," and a good friend. His tragic end will be felt with deep sorrow by those he leaves behind.

STORY OF AN ARMED ROBBERY.

DEFENDANTS DISCHARGED.

What proved to be an abortive charge against ten men, who are employed as labourers on some salt works at Tai O, was heard before Mr. J. H. Kemp at the Police Court, this afternoon. After two hours of lengthy evidence, it was found that there was not sufficient evidence to incriminate the defendants, and they were accordingly discharged, to the surprise of all present in the court-room, even the defendants themselves. The complainant in this case was Yap Ching King, who charged the ten men with robbing him of some \$40-\$50 from a box in his room, and another \$20 from his person, and a further charge of assault was also preferred against the men. Mr. E. J. Crist, of Messrs. Wilkinson and Crist, appeared on behalf of the defendants.

Wing Yu Mui, who is a widow living at Tai O, was the first to give evidence. She is an old woman somewhere near seventy years of age, with a weakness to speak in a high-pitched tone. Her shrieking voice brought opposition from the magistrate, but even this did not prevent the old woman from forgetting her surroundings now and then. She said that at about 2 p.m. on the 7th instant she saw a number of men outside the complainant's house. Three of them entered the house, out of whom she was in a position to identify two. Immediately she saw what they were after, she shrieked out "Robbers!" which resulted in the arrest of the alleged robbers.

Yap Ching King, the complainant, spoke to having heard shouts of robbers. He went towards his house to ascertain the cause of the uproar, when the men caught hold of him by the queue and knocked him down with a blow on his head. When he got up, he was in an unconscious state, and the first thing he was aware of was \$50 gone from his pockets. This afternoon, before the magistrate, Yap declared he could identify all the men.

Some further evidence was taken from two of the defendants, when it was elicited that the whole trouble had arisen that the salt pans on which the men had been engaged changed hands, and consequently there was an abundance of ill-feeling between those who had been discharged and the new hands. Mr. Crist's contention was that there was a fight of some sort, but there was no evidence to show that the men were guilty of larceny, as there was no money found on the defendants, with the exception of some \$2.

The magistrate discharged the men with a caution.

THE CHIENTAO CONFLICT.

A REASSURING VERSION.

Tokio, October 16.
In regard to the fighting at Chientao on the 14th instant, the unofficial Japanese version is to the effect that Chinese soldiers obstructed some Koreans who were constructing barracks for the Japanese *gendarmes*. Eventually both *gendarmes* and Chinese soldiers received reinforcements until they numbered twenty and sixty respectively. The fighting lasted three hours, but the incident was subsequently settled amicably. Two of the Japanese were wounded.—N.C.D. News.

"Mud-Throwing."

INDIAN'S CHARACTER DISCUSSED.

EUROPEAN WOMAN SUE FOR ALLEGED DEBIT.

Considerable interest and no little amusement was aroused in the Supreme Court; this afternoon, when Messrs. S. E. Allana and Company, drapers, of D'Aguiar Street, sued Miss M. Haydon, residing at 12, Wyndham Street, to recover the sum of \$274 for goods sold and delivered.

The claim alleged the supply of "slippers" to the defendant, which was denied. There was little or no interest manifested in this, but when talk of "gifts" was introduced and the plaintiff's character questioned, the mirth began. The plaintiffs were represented by Mr. C. F. Dixon, of Messrs. Hastings and Hastings, Mr. G. E. Morrell, of Messrs. Goldring, Balfour and Morrell, was instructed by the defence.

When the case opened, Mr. Morrell took objection to the way the writ was served. He said that as the plaintiff firm was owned by one man he could not sue in the firm's name, but only in his own, and he asked that the case be dismissed with costs.

Mr. Dixon submitted that he did not make out the writ himself. It was issued by his client, to whom some allowance should be made, as he did not know the technicalities. He did not think his friend was in any way embarrassed, and he asked for permission to amend the writ.

Mr. Morrell objected. Mr. Dixon said that his Lordship had power to give leave for amendment as the defendant was in no way embarrassed.

The Court—Were you embarrassed in any way?

Mr. Morrell—I don't think that comes into the question.

The Court—I think I will give permission to amend.

Mr. Morrell—With a penalty?

Mr. Dixon—Absurd. My friend took the step. He was in Court last Friday and he made no objection.

The Court—You brought him here as defendant.

Eventually his Lordship gave his consent to have the writ amended.

Mr. Dixon then opened the case for the plaintiff. He said that goods had been supplied to the order of the defendant. Sometimes she ordered the goods by letter; sometimes she called herself. Some days ago this bill was sent to her. She interviewed the plaintiff and said she could not pay the bill as she was "hard up."

At this stage Mr. Morrell submitted his case. He said that the goods were gifts to the defendant, made by the plaintiff.

Plaintiff was called to the box to prove the claim, after which Mr. Morrell took him in hand.

Is your business a prosperous one? he asked. That's my business. It has nothing to do with you, replied plaintiff.

Answer the question. Is it a prosperous one?—Yes.

Where were you born?—I can't answer that question.

Where were you brought up?—I don't know.

Where did you live when you were a boy?—I can't say.

Mr. Morrell appealed to the Court, who called upon plaintiff to reply.

Where were you brought up?—In Bombay.

Is your father alive?—Yes.

Why did you come to Hongkong?—My own wish.

Answer the question. I came of my own wish. I will tell you why. Your brother kicked you out because you were a waster, is that not so?—No.

Mr. Dixon objected to the question, which, he said, was entirely unconnected with the case.

Mr. Morrell submitted that he was going to prove that the plaintiff's story could not be believed, and that was the reason why he wanted his character.

Mr. Dixon said his friend was not entitled to attack the character of his client. The plaintiff could stand more mud-throwing than the defendant, in which direction it would stick.

Mr. Morrell (continuing)—You still deny that you were turned out by your brother in Bombay?—Yes.

When you came here what did you do?—I went to live with a friend of mine.

What did you do for a living?—My father sent me here to my friends.

So it was your father who kicked you out?—No.

What did you do for a living?—Got it from my friends.

Now didn't you go as a clerk to O. C. Moore and Company at \$30 a month?—Not as a clerk. Was not your pay \$30?—I had no pay. I drew what I liked.

And you overdraw your wages and a writ was issued against you?—Yes.

How did you settle the matter?—Who lent you the money?—I paid it myself; nobody lent me any.

Where did you get the money to start in business?—That, I can't tell you.

Question repeated.—No answer.

The Judge appealed to.

Mr. Morrell—I want to show that the plaintiff is on his last legs; on the verge of bankruptcy and he wants money to pay his expenses.

The Plaintiff (angrily)—If you want me to buy your firm I can do so.

Mr. Morrell—That's not the question. Where did you get the money?—From an English firm.

From Moore & Revers?—No.

You spend the great part of your time in disorderly houses here, do you not?—I do occasionally.

You go there very often?—No, I don't.

Do you allege that you sold all the goods on this bill to my client?—Yes.

Do you remember going with my client to a Japanese shop?—I did, because she said that the Japanese would not give her credit and she wanted me to get credit for her.

Do you know 44, Lyndhurst Terrace?—I know the number.

You've been there?—Never.

You are going to swear that you were never in the house?—Yes.

Do you know Mrs. Vera Glyn?—She has bought goods from my shop.

A customer of yours?—Yes.

Have you her name in your books?—No. She pays cash.

Do you know Miss Ella Morgan?—Yes.

As a customer?—Yes.

Do you know Miss Vera de Noie?—I have seen her in the street.

Mr. Justice Gompertz called Mr. Morrell's attention to certain chits signed by the defendant for goods, and a letter by her calling for the bill.

Mr. Morrell replied that this was done at plaintiff's request so that his other partners might not know of the alleged gifts.

At this stage the case was adjourned.

THE AMERICAN FLEET.

DELAIED BY BAD WEATHER.

Tokio, October 16.
Rear-Admiral Charles S. Sperry has sent a wireless message this morning to announce that owing to the heavy weather the Fleet may not arrive at Yokohama before Sunday. It is expected that it will anchor outside in the bay on Saturday evening, but will not enter the harbour before Sunday morning, for the convenience of the reception.

A MODIFICATION OF THE PROGRAMME.
The dispatch-boat *Yunkon* is encountering storms en route and has not yet reached Yokohama.

The programme of the reception has been slightly changed.

The fleet will leave Yokohama on October 25.

ARRIVAL OF THE CHINESE COMMISSIONERS AT SHANGHAI.

His Highness Prince Yu Long and H.E. Liang Tun-yen, Vice-President of the Wai-wu, appointed by the Empress Dowager and Emperor to go to Amoy to welcome the American Fleet in their Imperial Majesties' name, arrived here by the 6.44 p.m. train yesterday from Nanking, reports the N.C.D. News of 16th instant.

Admiral Sah, the Shanghai Taotai Ta'ai and a large number of the leading local officials and gentry were at the Railway Station to meet the Commissioners. The place was prettily decorated with bunting, and small national dragon flags were planted at intervals of a few feet along the whole distance of the route which lined the private road of the station. Troops lined the roadway on both sides of the fence and there were also three brass bands present besides a strong body of *gendarmes* armed with rifles and bayonets. Both regulars and *gendarmes* looked neat and workmanlike in their foreign-styled uniforms. After the Prince and H.E. Liang Tun-yen had received the officials and gentry in the special car that had brought the distinguished party from Nanking, they entered carriages and drove over to the Bureau of Foreign Affairs on the Bubbling Well Road where they will reside during their few days' stay in Shanghai.

At the Bureau a dinner was given them last night by the principal members of the Canton Guild, H.E. Liang Tun-yen being a Cantonese. We also understand that his Excellency's schoolmates and comrades of the Chinese Educational Mission to the United States in the seventies will give a dinner and reception to him during his stay here. We may state that H.E. Viceroy Tuan Fang's only son Mr. Tokro (who has studied in America) is a member of the Commissioners' suite, besides other American-educated gentlemen. Taotais Mr. V. Chuang and C. L. Wong, retiring and new Directors of the Shanghai Nanking Railway, went yesterday afternoon to Soochow to meet and escort the Commissioners here, while Taotai B. C. Wan, Director of the Liangkang Bureau of Foreign Affairs, at Nanking, also came, having been deputed by Viceroy Tuan Fang to accompany the party as far as this Port.

JAVA SUGAR.

INCREASING DEMAND FROM SEVERAL COUNTRIES.

Java sugar is now in increasing demand in Japan and India. It is also more inquired for in the United States than sugar from Cuba and the Philippines. The imports of the product into the United States from Cuba showed a heavy falling off, and those from the Philippines only a very slight advance in the period from September, 1907 to May, 1908.

The imports of the sweet from Germany dropped considerably during those months. Yet, Germany had made every effort to capture the American market, and Cuba had been favoured with a reduction in import duty. The Java sugar millers have shown that they can successfully hold their own in the American market against such formidable competitors as Germany and Cuba, and feel that the future is safe.

These millers have every reason for satisfaction, and sugar planters are rejoicing in West Java at the prospect of a bumper crop this year, after unseasonable weather had made them fear the worst at one time. Now that the crushing is almost over, estate-owners and shareholders will feel no less satisfied in reckoning the handsome profits which speak of all's well that ends well.

This morning, four detachments of the Artillery went through the 15-pdr. gun drill at the Volunteer Camp. The huge machines were smartly handled by the men. Special facilities are being offered to those wishing to be efficient in range finding. The canteen is well patronised, and drinks go round freely. Saturday, the 24th instant, being a guest night, it is to be hoped that a good number of visitors will avail themselves of the volunteers' unalloyed hospitality.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

INTERPORT CRICKET.

SHANGHAI WON BY TEN WICKETS.

HONGKONG'S COLLAPSE.

49 RUNS FOR SIX WICKETS.

[From Our Own Correspondent.]

Shanghai, 21st October, 6 p.m.

Hongkong's first innings was somewhat discouraging to the visitors after the Home team had scored 228 runs.

When stumps were drawn at the conclusion of the day's play, the scores stood as follows:—

W. C. D. Turner, c. Lanning, b. Rasmussen 5

A. A. Claxton, b. Lanning 11

Lt. E. J. H. Haughton, 105th Mah., c. Lanning, b. Rasmussen 0

A. E. Lanning, b. Rasmussen 2

R. O. Hutchison, l.b.w., b. Rasmussen 0

Lt. G. R. Home, 3rd Mid. Regt., c. Rasmussen, b. Lanning 1

W. Edwards, not out 24

Bandman Barton, not out 3

Extras 3

Total for 6 wickets 49

[This telegram was received after the paper had gone to press yesterday.—Ed., H.K.T.]

HONGKONG'S FIRST INNINGS.

74 RUNS ALL OUT.

[From Our Own Correspondent.]

Shanghai, 22nd October, 1.45 p.m.

Fine weather continues to prevail, and the wicket is slow.

Scores up to the tiffin hour are as follows:—

W. Edwards, c. Harrison, b. Rasmussen 30

Bandman Barton, run out 16

R. E. O. Bird, c. Walker, b. Rasmussen 1

A. W. J. Peake, not out 0

Corpl. Sharpe, b. Rasmussen 9

Extras 8

Total 74

BOWLING ANALYSIS.

Wickets, Runs.

O. D. Rasmussen 7 29

V. H. Lanning 2 36

G. M. Billings 1 1

HONGKONG'S SECOND INNINGS.

A BETTER START.

The Hongkong team is following on.

W. Edwards, c. Moule, b. Billings 2

Lt. E. J. H. Haughton, c. McEuen, b. Lanning, not out 30

A. E. Lanning, not out 18

W. C. D. Turner, not out 3

Extras 4

Total for 2 wickets 57

[From Our Own Correspondent.]

Shanghai, 22nd October, 4.40 p.m.

Play was resumed after tiffin, when Hongkong was disposed of in the second innings for a total of 163 runs.

Shanghai then batted Capt. Barrett scoring two with ten extras the innings was declared closed. Ollerdesen was not out.

Shanghai thus won by ten wickets.

Scores are as follows:—

A. F. Lanning, b. Lanning 62

W. C. D. Turner, l.b.w., b. Rasmussen 10

A. A. Claxton, b. Rasmussen 3

R. O. Hutchison, b. Lanning 0

Lt. G. R. Home, 3rd Mid. Regt., c. Harrison, b. Billings 11

Bandman Barton, b. Harrison 4

R. E. O. Bird, b. Harrison 3

A. W. J. Peake, b. Rasmussen 21

Corpl. Sharpe, 3rd Middlesex, not out 1

Extras 16

Total 163

SHANGHAI XI.—SECOND INNINGS.

Barrett, not out, 2

Ollerdesen, not out 0

Extras 8

Won by ten wickets.

Full scores are appended below:—

SHANGHAI XI.—FIRST INNINGS.

H. B. Ollerdesen, b. Sharpe 6

W. H. Moule, b. Sharpe 20

Capt. E. I. M. Barrett, b Bird	27
L. Walker, c Houghton, b Bird	6
R. N. Anderson, b Sharpe	74
V. H. Lanning, run out	26
O. D. Rasmussen, b Bird	3
McEuen, l.b.w, b Bird	3
Harrison, c Bird, b Sharpe	10
A. F. Wheen, b Sharpe	4
G. M. Phillips, not out	53
Extras	20
Total	201

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

BRITISH SUSPICIONS.

THE DALAI LAMA.

[By courtesy of the "Sheung Po"]

Peking, 21st October.

The British Minister in Peking has requested the Imperial Government to be on the *qui vive* lest the Dalai Lama should enter into embarrassing agreements with other Powers.

LEGATION GUARDS.

PARTIAL WITHDRAWAL BY AMERICA AND JAPAN.

[By courtesy of the "Sheung Po"]

Peking, 21st October.

Both the American and Japanese Ministers have agreed to withdraw half their respective Legation Guards in the first moon of the new Chinese Year.

CONSTITUTIONAL GOVERNMENT.

PROCLAMATION THROUGHOUT THE EMPIRE.

[By courtesy of the "Sheung Po"]

Peking, 21st October.

After the Empress Dowager's birthday, proclamations respecting the granting of constitutional government will be posted up throughout the Empire.

[Reuters.]

The French Navy.

LONDON, 20th October.

The French Chamber has, by 568 votes to 1, passed a resolution deploring the negligence which has caused the mishaps in the navy, in consequence of which the Minister of Marine has resigned his portfolio.

The Chamber passed a vote of confidence in the Government.

Ministerial Appointment.

Mr. T. McKinnon Wood has been appointed parliamentary Under-Secretary for Foreign Affairs.

Later.

The European Situation.

The Emperor, in opening the Prussian Diet, said that events in the Near East, although politically interesting to Germany, were less so to her than to other Powers, from whom they would demand serious notice.

Germany was faithfully co-operating with her allies in the work for a peaceful and equitable solution of the questions pending.

Two "Young Turks," who are at present in Sofia, are endeavouring to pave the way for an agreement on pending questions, notably in regard to the Rumelian tribute which Bulgaria refuses to pay henceforward.

Austria and Turkey are also negotiating directly, and it is not improbable that the conference, if it meets, will be mainly occupied in registering such international agreement.

CAMPING ON AN ISLAND.

A SHIPWRECKED CREW.

AMERICAN LADIES' FLIGHT.

Sydney, September 19.

The steamer *Aeon*, which went ashore on Christmas Island on July 18, while bound from San Francisco to Sydney, is reported by the five men of the crew who have reached Fanning Island, the mid-Pacific cable station, to be a total wreck.

They say that all the crew and passengers, who include the wives of several American naval officers, are safe and well.

They are camping out on Christmas Island, and have ample food and water from the ship's supplies. A house has been built for the ladies.—*Reuters*.

[There are three Christmas Islands. The one referred to in the Pacific Ocean—lat. 8. E. point 1° 41' N., long. 137° 30' W. It was discovered by Cook on December 21, 1777, and is about 60 miles in circuit. It belongs to the United States.]

CHINESE CREW REFUSE TO WORK.

Victoria (B.C.).

Further information which has come to hand regarding the wreck of the *Aeon* in mid-Pacific shows that the survivors living on Christmas Island number sixteen.

All the boats except two were smashed to pieces on the reef. It took a month to remove the cargo and prepare a boat for the voyage to Fanning Island.

The Chinese crew refused to work owing to the bad weather. Old wreckage and graves were found on Christmas Island.—*Reuters*.

THE RULE OF THE ROAD.

HARRY-TRAM COLLISION.

The necessity for some attention to the question of the rule of the road in Hongkong is rendered apparent by the number of accidents which occur with vehicles using the roads and in which a tram is generally involved.

When the tram commenced running collisions with rickshaws were of frequent occurrence, but as the car drivers acquired experience and the ricksha pullers came to realise that more rigid observance of the rule of the road was rendered necessary, if accidents were to be avoided, the number of these has diminished very considerably.

It is not an uncommon sight, however, to see some of the cumbersome trucks at present in use in the streets of the Colony being navigated wearily along the tramway track, and when the approach of a car is impressed, by the incessant clanging of the warning gong, upon the unwilling ears of the coolies, the truck is drawn to one side.

On leaving the concrete surface of the roadway the coolies find that they can no longer handle the load with ease and every effort is strained to regain the tram track and continue the journey until another interruption of a similar kind takes place.

It often occurs, however, that when the truck is drawn to one side, a portion of the enormous load falls into the street, a wheel breaks under the strain or the truck gets stuck fast in the roadway, and an obstruction to tram traffic results.

It is not often that such occurrences involve horse-drawn vehicles, as they do not exist in any large numbers in the Colony; they move at a speed more nearly that of a tramcar and are generally under fairly efficient control. Last evening, however, a heavy (No. 4) was proceeding along the Praya East on the south side of the road. When nearly opposite the French Convent car No. 19 approached, travelling towards East Point on the north tram track. So far as can be ascertained the pony suddenly took fright and ran into the tram which was immediately brought to a standstill, but not before the pony had fallen, the front of the car overhanging it as it lay. After some difficulty Sergeant Fox, who was assisted by others, managed to get the animal to its feet again.

There were no casualties and the damage appears to have been confined to scratched paint work on the panel of the car and a "lightning arrester" removed from its fixing below the car presumably from a kick of the pony. The shaft of the gharry was destroyed and the harness ripped. Fortunately, there were no passengers in the gharry and in view of possible danger under such circumstances it would be well if it were made obligatory upon carriage owners to carry an attendant to take the pony's head at times of possible danger.

After all it must be admitted that the car drivers are as a body an exceptionally efficient staff of men, and the ordinary traveller must have often observed how exceedingly trying their duties are rendered by the careless, not only of coolies in charge of other wheeled vehicles, but also the apparent stupidity of native pedestrians.

The path of a car is restricted by the rails upon which it runs and it is provided for passenger traffic which invariably should receive preference. The comparative immunity from accidents of an serious moment which the company enjoys is a matter for congratulation not only to the company itself but to the community which it serves with marked efficiency.

THE "HONG MOH" RELEASED.

CAPTAIN BAINBRIDGE ACQUITTED ON CHANDU CHARGE.

The *Strait Times* of 15th inst. says:—Mr. J. S. W. Arthur, the Fourth Magistrate, concluded, yesterday afternoon, the case against Captain Bainbridge, of the local steamer *Hong Moh*, who was charged with being master of a ship used for the importation of chandu.

Mr. F. M. Elliot, who appeared for the Captain, said that the Government Analyst had found that the chandu weighed 9.49 tahils and the gross 3.33 tahils, making a total of 98.42 tahils.

Mr. G. S. Carver, for the Opium Farm, held that the Captain was none the less liable. The fact that the chandu found did not equal 100 tahils, which he now admitted, did not clear the accused. The Ordinance merely said that the discovery of 100 tahils was to be held as prima facie evidence of its importation. When less than 100 tahils was discovered, it was merely necessary for sufficient proof of the importation to be given in evidence.

Mr. Elliot contended that when the total was less than 100 tahils, the onus rested upon the prosecution to prove that there was complicity on the part of the Captain or crew. This had not been proved.

Mr. Carver was quite prepared to admit that there had been no complicity on the part of the Captain.

The Magistrate acquitted the Captain, and ordered the immediate release of the steamer that might sail that evening.

THE German Emperor has conferred upon Mr. C. Stephani, of the firm of Buchmeister and Co., the fourth class of the Order of the Red Eagle, in acknowledgment of the great services which Mr. Stephani has rendered to German interests in Shanghai during recent years. Mr. Stephani has been for some years president of the German Club Concordia, the new premises of which were built during his term of office. He was one of the founders of the *Deutscher Konzert Verein* and has been chairman of its committee ever since, except during one year spent on furlough in Europe.

For many years also Mr. Stephani has belonged, and still belongs, to the committees of the German Church, German Association, German A. D. C., etc.; in fact his name is connected with nearly every undertaking of our German fellow-residents in Shanghai. The decoration is, therefore, heartily welcomed by all the German community which finds itself included in the honour conferred upon Mr. Stephani.—*At C. P. News*.

SHOCKING SUICIDE AT SHANGHAI.

PATIENT'S LEAP FROM HOSPITAL VERANDA.

A shocking case of suicide occurred at the General Hospital shortly after daylight this morning, reports the *Shanghai Mercury* of 17th inst., one of the patients, while in a state of temporary insanity, throwing himself from the third floor veranda to the basement below—a distance of between 50 and 60 feet—thus meeting almost instantaneous death. The details of the sad occurrence are exceedingly painful to relate. The unfortunate victim is Cecil Scott Napier, a young Englishman employed in the Indoor Staff of the "I. M. Customs." He was about thirty years of age and was admitted to the hospital about ten or twelve days ago, suffering from dysentery, having come from his post at Wenchow for treatment. With careful attention, however, he had partially recovered from the dysentery, when he was attacked with fever. For the past few days he had been very restless, and yesterday he handed his keys, etc., to Dr. Gargoyne, and at the same time it is believed something was said about his will. Last night he spent in an unusually restless manner and the sister had to watch over him nearly the whole time. He made many rambling statements, one of which was to the effect that the sister would not see him alive again after 5 o'clock this morning. Thinking the deceased was in a state of delirium she paid little or no attention to his remarks.

At about half-past six, however, in the temporary absence of the sister, the deceased left his room (number eighteen), which is situated at the west corner on the third floor, and went on to the veranda, where he was seen by a patient named Weirman to mount a long cane chair and lean over the veranda railing which is between three and four feet high. Before any alarm could be given, the unfortunate man had toppled over and fell head first to the ground below. The falling was witnessed by a boy from the wash-house and the alarm was at once given. One of the sisters' arrival at the scene she found the patient lying in a pool of blood with his brains dashed out. He was at once picked up and conveyed inside, but all efforts to aid him were in vain, for he had already expired.

The deceased joined the Customs service in September, 1898, and had been stationed at various ports, one of his last being Tengyueh, at which port he was stationed when he went home on leave last year. He returned to China in April of this year, and was then appointed to Wenchow as second assistant. He was well thought of in the service and as a mark of appreciation he was decorated with the Civil rank of the fourth class on the 5th April, 1904.

THE INQUEST OPENED.

Information of the shocking occurrence was conveyed to H.B.M.'s Consulate at 9 a.m., and after disposing of the morning's police court business, the Coroner (Mr. G. W. King) proceeded to the General Hospital and at 11.30 a.m. opened the inquest. The body was lying in the Hospital Mortuary where a post-mortem examination had just been made by Drs. Billinghurst and Gargoyne. The Coroner viewed the body in the presence of Victor Motta, who afterwards gave evidence of identification. He deposed that he was a dresser at the General Hospital and recognised the body just viewed as that of Cecil Scott Napier, a patient in the first-class ward of the hospital. He had been attending the deceased for the past ten days and last saw him alive yesterday at 4.30 o'clock in the afternoon.

The Coroner took no further evidence, but adjourned the inquiry to H.B.M.'s Consulate General on Tuesday next at 2.15 p.m.

A TALK OF THE SEA.

LIGHTHOUSE KEEPERS ON VERGE OF STARVATION.

A story that was brought to Shanghai by the passengers of the steamer *Kingsing*, which reached port on Thursday, shows that the life of a keeper of a lighthouse on the China coast is not a bed of roses by any means, says the *Shanghai Times* of 17th inst.

At about 4 a.m. on the morning of the 14th, while the *Kingsing* was proceeding down the coast, and opposite the island of Shawsheishan, on which is a light-house, signals of distress were observed from that establishment. The ship was slowed down and when the signals were repeated she turned in toward the island and attempted to send a boat ashore; such a very heavy sea was running at the time that the *Kingsing* had great difficulty in even approaching the island, and it required a great deal of time and manoeuvring to get close enough to attempt to communicate. But after a while the boat was finally got off, manned by four Chinese and a foreign officer, and its crew landed on the island, and here they learned the reason why they had been signalled. The lighthouse-keeper stated that he and those along with him, some 8 or 10 in number, were entirely without food and on the verge of starvation. He said, also, they had not had any communication with the mainland for 54 days. It was quite clear to the landing party that the island party were suffering from lack of nourishment, and as quickly as the boat could return to the ship and report the nature of the trouble a boatload of supplies were sent to the island. The boat was then reloaded on board and the *Kingsing* proceeded on her way to this port.

A reporter for the *Shanghai Times* visited the office of the Coast Inspector and endeavoured to ascertain what information that department could furnish regarding the incident, but while the reporter was very courteously received, the official with whom he talked declined to make a statement for publication. When asked if he would give the name of the lighthouse-keeper, he said that he thought it would serve no purpose to do so.

To-day's Advertisements.

WANTED.

A SECOND-HAND VISIBLE TYPE-WRITING MACHINE.

Apply—

A. E. 21,

C/o Hongkong Telegraph.

Hongkong, 22nd October, 1908. [936]

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"VISIT OF THE UNITED STATES" FLEET TO AMOY.

IF sufficient inducement offers, the Company will dispatch a steamer direct to AMOY on or about TUESDAY, 27th inst., to lay over at Amoy during the stay of the Fleet (about 7-8 days).

For terms inclusive of passage and living on board, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 22nd October, 1908. [938]

A FARMER'S REGRET.

THE TRIP THAT DID NOT COME OFF.

Remanded from last Thursday, the case in which a trader named Lo Sau Sing, residing at 25, Coonah Road West, sued the Ying Tak Lung firm, Californian merchants, of 206, Des Voeux Road, to recover \$152, money alleged to have been deposited with the defendant, was continued this afternoon, in the Supreme Court, before Mr. Justice Gompertz.

Mr. J. H. Gardiner (of Messrs. Brutton and Hett) appeared for the plaintiff. Mr. G. E. Morrell (of Messrs. Goldring, Barlow and Morrell) represented the defence.

In this case the reader will remember the plaintiff, who was termed an "ignorant" man from the interior of China, came down to Hongkong to take passage for Salina Cruz. He had a few friends in the Colony, among whom was the managing partner of the defendant firm. Plaintiff was alleged to have deposited \$160 in the defendant firm for his passage ticket. The price of the ticket amounted to \$180, and as plaintiff was short of \$20 a friend made up the balance for him. The ticket was obtained and plaintiff proceeded on board the *Sai Sang*. He was placed under a medical examination, but failed to pass the doctor owing to defective eye-sight. The ticket was returned to the defendant, and plaintiff drew a portion of the money, but the remainder he said he never got.

A witness for the defence (testified that when he first met the plaintiff he spoke of going to Salina Cruz. Witness saw plaintiff give his passage money to one Cheng Sai Ying, the father of the managing partner of the defendant firm. Soon after plaintiff had been refused passage Cheng Sai Ying died. The money was not handed to anyone connected with the defendant firm.

Mr. Morrell submitted that his case was purely a personal one, and had nothing to do with the defendant shop.

Mr. Gardiner contended that Cheng Sai Ying had a chop similar to that of the Ying Tak Lung firm. Why should he have such a chop if he had no connection with that firm? he asked. He thought the defendant firm liable. His Lordship gave judgment for the defendant and costs.

THE MOJI DOCKYARD.

FOREIGN ENTERPRISE AND ALLEGED JAPANESE OPPOSITION.

A Tokyo dispatch to the *Asahi* states that Mr. C. Loonen, who arrived in Tokyo on the 1st inst. from Paris, left for the South on the afternoon of the 7th inst. by rail. His journey to the South, adds the dispatch, is to investigate the construction of a dockyard at Moji projected by two French companies. Mr. Loonen is to visit Kokubo bay, Moji, and obtain information from an engineer concerning the geological features and the depth of water where the dockyard is to be constructed. At first it was planned to construct the dockyard on an elaborate scale at an estimated cost of ¥200,000,000. The plan was, however, amended, and the estimate cut down to ¥700,000. One-half of the amount was paid up, and land purchased on the beach at Kokubo bay for the site of the dockyard, when the financial crisis occurred abroad and affected Japan, and the construction of the dockyard had to be postponed. Of late the financial situation in Europe has much improved, and the prospects for the construction of the dockyard became hopeful. The ceremony of inauguration of the undertaking was accordingly held on the 3rd inst., and the sea front at Kokubo bay to the extent of 10,000 tsubo was awarded to Mr. Mizuno, of Kure. The work is expected to be completed in five or six months. When the operations for reclamation are completed, a dock 570 feet in length will be constructed and if the dockyard proves a success, the works will be extended. Learning of the Moji Dockyard scheme, says our Japanese contemporary, the Mitsu Bishi Company, which also has a scheme on foot to construct a dockyard, purchased, in the name of a certain Mr. Ono, land at various important points in Tanoura and Kokubo, with a view of checking the undertaking of the French capitalists, and has thus prevented the latter from any possibility of acquiring land in Tanoura for the extension of their dockyard.—*Japan Chronicle*.

THE CHINESE MISSION IN TOKYO.

On the evening of the 12th inst. Count Komura, Minister of Foreign Affairs, gave a dinner at his official residence in honour of H.E. Tang Shao-yi and party. There were present upwards of thirty gentlemen, including, in addition to the guests of honour, all the Ministers of State, the Chinese Minister, and other members of the Chinese Legation.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 23rd October, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising—

Double and Single IRON BEDSTEADS and BEDDING, TEAKWOOD SIDE-BOARDS with BEVELLED GLASS, DINING TABLES, WARDROBES, LADY'S DESK with BEVELLED GLASS, OVER-MANTELS, GLASS, CROCKERY and E.P. WARE, a quantity of CANTON BLACK-WOOD WARE, INDIAN and BRUSSEL'S CARPETS, &c., &c.

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Hongkong, 22nd October, 1908. [931]

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NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"KLEIST,"

Captain Rud. Meyer, will leave for the above places TO-MORROW, the 23rd inst., at 6 A.M.

For further particulars, apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 22nd October, 1908. [938]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 23rd inst., at 11 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 22nd October, 1908. [924]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, on SATURDAY, the 24th inst., at 2 o'clock P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 22nd October, 1908. [939]

HONGKONG, NEW YORK & BOSTON.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

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Hongkong, 22nd October, 1908. [937]

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IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNERS.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of October, at 9.30 A.M.

All Claims must reach us before the 3rd of November, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

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Hongkong, 22nd October, 1908. [938]

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Hongkong, 22nd May, 1908. [157]

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Hongkong, 1st October, 1908. [490]

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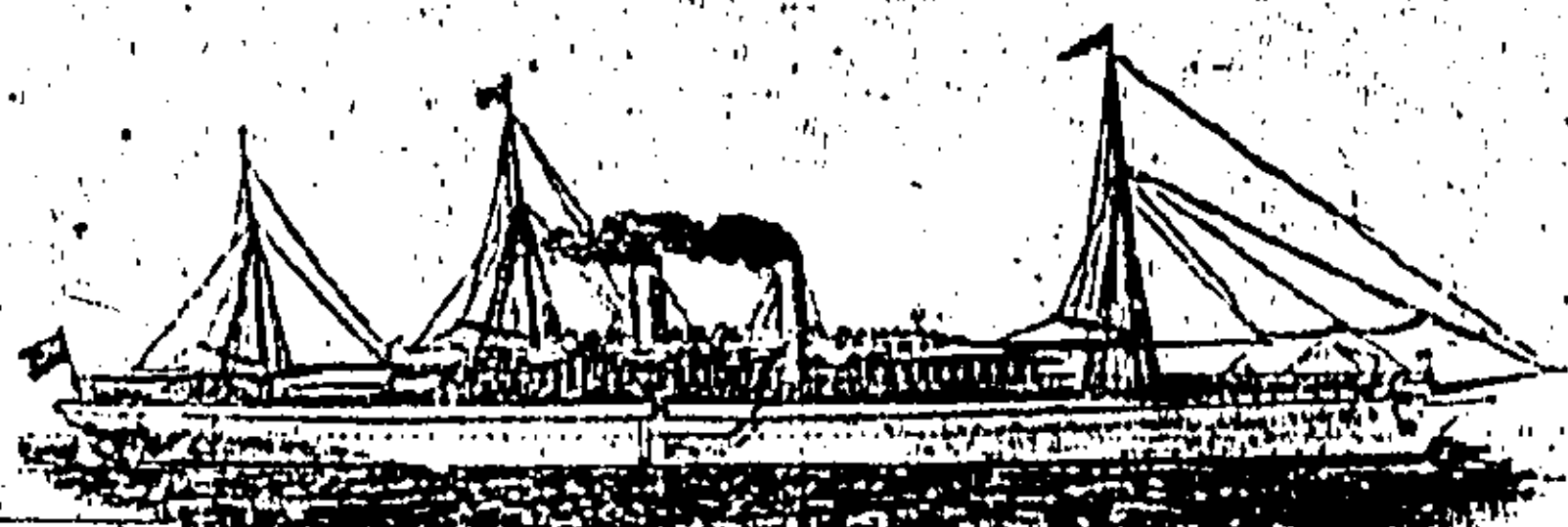
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"EMPEROR OF CHINA"	6,000	SATURDAY, Nov. 14th	Dec. 5th
"MONTEAGLE"	6,163	SATURDAY, Dec. 12th	Jan. 5th, 1909.
"EMPEROR OF INDIA"	6,000	SATURDAY, Dec. 19th	Jan. 9th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 6th
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SHANGHAI via SWATOW	FOOSHING	FRIDAY, 21st Oct., Noon.
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SHANGHAI	CHUANGSANG	SATURDAY, 24th Oct., Noon.
TIENSIN v. SWATOW & CHEFOO	CHEONGSANG	SATURDAY, 24th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOSHING	WEDNESDAY, 28th Oct., Noon.
& MOI	MAUSANG	WEDNESDAY, 28th Oct., Noon.
YOKKAICHI & KOBE	YUNSHANG	FRIDAY, 30th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CHUANGSANG	SATURDAY, 31st Oct., 1 P.M.

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General Managers.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
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SWATOW, TSINGTAU, WEIHAWEI, CHEFOO & TIENSIN	"KUEICHO"	23rd " 2 P.M.
SHANGHAI	"KIUKIANG"	26th " 4 P.M.
NEWCHWANG	"KWEIYANG"	26th " "
MANILA	"TAMING"	27th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY & AUSTRALIA	"CHANGSHA"	21st Nov., "

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Telephone No. 16.

Hongkong, 22nd October, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CENTRAL AMERICA AND SOUTH AMERICAN PORTS.)

THE Steamship

"ASSAYE."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 31st October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mooltan*, 15,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. *Macedonia*, due in London on 12th December, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

K. A. HEWETT,

Superintendent.

Hongkong, 19th October, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Hood, will be despatched as above on THURSDAY, the 12th Nov., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 21st October, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 10th October, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"

"KWONG SAI"

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey

Meals

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 1, Queen's Road West.

Hongkong and Shanghai.

Shipping—Steamers.

FOR SHANGHAI.

THE Steamship

"ARRATOON APCAR."

Capt. A. Stewart, will be despatched for the above Port on SATURDAY, the 24th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 21st October, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Hanson, will be despatched for the above Ports, on SATURDAY, the 24th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 19th October, 1908.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Lancelotti, will be despatched for the above Ports on or about the 26th instant.

For Freight or Passage, apply to

P. NALIN,

Acting Agent.

Hongkong, 19th October, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "PATHAN"

S.S. "WRAY CASTLE"

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 21st October, 1908.

[820]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

[160]

Dr. M. H. CHAUN,

THE LATEST METHOD of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

[160]

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,

Old Hongkong Telegraph Office.

Hongkong, 6th March, 1908.

FABST BREWING COMPANY,

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

For further information, apply to

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 15th August, 1908.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, GARDEN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 15th August, 1908.

HONGKONG AVERAGE MARKET PRICES.

Corrected 20th October, 1908, 100 cts. per 5 Max.

BUTCHER MEAT.

Beef shoin & primecut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains—Know, per set

" Tongue fresh—Ngau Li, each

" " corned—Ham Ngau Li, each

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-keok

Mutton Chop—Yeung Pui Kwai

" Leg—Yeung Pui

" Shoulder—Yeung Shau

" Pig's Chudding—Chi cheong

" Brains—Chi Kuow, per set

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pui Kwai

" Corned—Ham Chi Yuk

" Leg—Chu Pui

" Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

Sucking Pig, To Order—Chu Chai

Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

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POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Siu Kai

" Ducks—Ap

" Doves—Pan Kau

" Eggs, Hen—Kai Tau, per doz.

" Fowls, Canton—Kai

" " Hainan—Hoi

FARWELL TO DR. SVEN
HARDIN.

Dr. Sven Hardin, the explorer, has had a very touching farewell with his six Ladhaki servants who accompanied him to Simla. They wept copiously when the moment came for saying good-bye. Dr. Sven Hardin presented them with the remaining animals of his caravan, weapons, tents and camp equipment which was of any service, and the Ladhakis returned to their own country comparatively rich men.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.	
London-Bank T.T.	109 3/16
Do. demand	109 1/2
Do. 4 months sight	109 1/8
France-Bank T.T.	232 1/2
America-Bank T.T.	42 1/2
Germany-Bank T.T.	180
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai-Bank T.T.	75 1/2
Singapore-Bank T.T. per H.K. 100	70
Japan-Bank T.T.	80 1/2
Java-Bank T.T.	134 1/2
Buying.	
4 months sight L/C	109 1/8
6 months sight L/C	109 1/8
10 days sight San Francisco & New York	109 1/8
4 months sight do.	109 1/8
10 days sight Sydney & Melbourne	109 1/8
4 months sight France	232 1/2
6 months sight do.	232 1/2
4 months sight Germany	180
Bar Silver	23 1/16
Bank of England rate	21 1/2
Sovereign	\$11 1/2

SHIPPING AND MAELS

MAILS DUE.

French (Tourane) 26th inst.
Canadian (Empress of Japan) 26th inst.

The s.s. Dunblighire left Singapore on 21st inst., morning, and is due here on 26th inst., morning.

The T. K. K. s.s. Tenyo Maru, with the American Mail from San Francisco on 25th ult., will be due to arrive in Hongkong on 23rd inst., at 6 p.m.

The M. M. Co.'s s.s. Toufane with the French mail of the 27th ult., and mails from London of the 26th ult., left Saigon on 23rd inst., at noon, and may be expected to arrive here on 26th inst., and will leave for Shanghai and Japan on the same afternoon.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 21st at 11.50 a.m.—Pressure, which remains in moderate deficit of the normal over Central China, has a tendency to give way still further at the Yangtze stations.

A shallow depression appears to be moving Eastwards to the North of the Bonins, while high pressure still covers E. Japan.

Moderate monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 5 a.m. to-day, 0.02 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate, fine.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Zieten, Ger. s.s. 4,088, F. Prosch, 21st Oct., Yokohama 10th Oct., via Shanghai and Fochow 20th, Tea, Mails and Gen.—M. & Co.

Cheong Shing, Br. s.s. 1,256, V. McClymont, 21st Oct., Canton 21st Oct., Tientsin via Peking 14th Oct., Gen.—J. M. & Co.

Kueichow, Br. s.s. 1,215, G. Hooker, 21st Oct., Canton 21st Oct., Gen.—B. & S.

Kleist, Ger. s.s. 1,213, R. Meyer, 22nd Oct., Hamburg 10th Sept., and Singapore 17th Oct., Mails and Gen.—M. & Co.

Kiukiang, Br. s.s. 1,228, H. A. Wavell, 22nd Oct., Amoy 20th Oct., Gen.—B. & S.

Culgan, Am. transport, 2,500, Connolly, 22nd Oct., Manila 19th Oct.

Wongkai, Br. s.s. 1,115, W. Reher, 22nd Oct., Bangkok 12th Oct., and Kohsichang 15th, Rice and Gen.—B. & S.

Dajima Maru, Jap. s.s. 900, I. Sakurai, 22nd Oct., Tamsui 19th Oct., Gen.—O. S. K.

Mathilde, Ger. s.s. 831, A. P. Uldrup, 22nd Oct., Pakhoi and Hoihow 21st Oct., Gen. and Pigs.—J. & Co.

Kalgan, Br. s.s. 1,143, R. L. Lewis, 22nd Oct., Newchwang and Chefoo 19th Oct., Beans and Gen.—B. & S.

Indraai, Br. s.s. 3,236, B. Lewis, 22nd Oct., Newchwang 14th Oct. and Chefoo 17th, Gen.—J. M. & Co.

Clearances at the Harbour Office.

Mails for Newchwang, Tientsin, for Batavia.

Pakhoi, for Bangkok.

Zieten, for Singapore.

Kiukiang, for Canton.

Mauwang, for Sandakan.

Kleist, for Shanghai.

Departures.

Oct. 22.

Zieten, for Europe.

Dajima Maru, for Swatow.

Pakhoi, for Bangkok.

Chihai, for Pakhoi.

Yehow, for Ningpo.

Mauwang, for Swatow.

Kleist, for Shanghai.

Passengers arrived.

Per Mathilde, from Hoihow—Messrs. Wadman and Batten.

Per Cheong Shing, from Tientsin, &c.—Major Brodgen, Captain Crickson, and 150 time-expired Cameron Highlanders.

Per Zieten, for Hongkong from Yokohama—Miss S. M. Comely, and Mrs. E. K. T. Tong.

From Kohbi, Messrs. Scott Houston, P. S. Hartson, Vogel, C. de Minz, A. Hale, S. T. Archer, Mr. H. M. Lomas, Miss Nora Tege, Mr. E. A. Thayer, Mr. and Mrs. C. T. O'Leary, Messrs. Ch. McKay and Low, Sing Haum.

From Nagasaki—Mr. and Mrs. Olin Hickock, Mr. T. Hayachida, Misses Hide Hayachida, Tetsu Baba, Messrs. The Liang Tik, Tong Sow Kuo, R. Nose and S. Usui, from Shanghai—Messrs. T. M. Camo, H. Totton, C. Radburn, M. Shirazi, A. Montgomery, Davis, Collmann, L. Mendon, Mr. and Mrs. Blanch, Messrs. Edw. Foster, Ch. Omer, Mrs. Mathers, Mrs. Thomas Philley, Mrs. Russell and party, Messrs. L. Scholier, W. Laurence, T. Ligal, Ball, and Mrs. B. Sigismund.

Per Kleist, for Hongkong from Hamburg—Miss H. Gortelend, and Mr. Albert Solis.

From Southampton—Miss H. Underhill, Messrs. A. Jostland, James Henderson and David Ritchie, from Genoa—Miss T. Lachondo, Messrs. T. Elisalde, party, C. Kraft, G. Bornard, Karl Fritz, Karl Richenecker, F. Gomez, Herm Schneider, H. Ventzke, F. Peirre, P. A. Esnard and party, Misses A. Villeta and P. Mantas, from Naples—Mr. I. Syrris.

From Colombo—Mr. H. Koying, Mr. and Mrs. P. Folsin, Messrs. Pon Shing and party, Lee Foo, Hoo Chook and party, T. Joseph, Chu Pin, Y. Fee and children, from Penang—Messrs. V. Recken, Moy Sing and Low Choo Wing, from Singapore—Mr. L. Lock, Mr. and Mrs. Lok Yung and servant, Messrs. Cheong Sui Yu, Lok Yit Kuan, Chan Sang, Tong L. Sum, S. Yoshida, G. D. Melville, Misses J. C. Castle, F. H. Wilcox, Miss A. Dai, Messrs. R. M. S. Ali, T. K. Wah, T. K. Hang, L. T. Ugan, L. Lim, Goh Teo Chuan, T. H. Rolibe and D. H. Petkins.

Passengers departed.

Per Zieten, for Bremen, &c.—Mr. and Mrs. Edward Ambrose, Mr. Geo. Armstrong, Dr. and Mrs. L. D. Bailey, Capt. Bendixen, Mr. and Mrs. H. L. Christie, Dr. Daumiller, Mr. and Mrs. Davies, Messrs. Davies, Jr., C. Decker, S. A. Doetsch, E. Epprecht, H. Friedlaender, Miss Fleck, Mr. and Mrs. W. F. Gaymann and 2 children, Mr. S. C. Gomez, Rev. Hind and child, Mr. C. Illies and family, Mr. and Mrs. Mercer, G. Johnston, Rev. Lower, Mr. C. Lahay, Mrs. Lane and children, Messrs. Leidecker, Fr. Mecke, T. R. Maxim, Mody and family, Mr. and Mrs. A. Mehlhose, Mr. P. Neubitt, Mr. and Mrs. Odell and child, Mrs. Los. Penney, Mr. Wm. Schmidt, Messrs. Salomon and family, Ed. Schmidt, Mr. and Mrs. A. B. Vonles, Mrs. Wonde, and Mrs. A. E. Wells.

Shipping Remarks.

Str. Cheong Shing, from Tientsin via Ports:—Light monsoon and smooth sea throughout.

Str. Kueichow, from Amoy:—Fine weather throughout the voyage; passed a submerged junk off Pongai Port.

VESSELS IN PORT.

STEAMERS.

Arrived: Apar, Br. s.s. 2,011, A. Stewart, 20th Oct., Calcutta via Penang and Singapore 4th Oct., Gen.—D. S. & Co. Ltd.

Avila, Br. s.s. 2,386, Hume, 10th Oct., Philadelphia 15th Aug., and Sabang 30th Sept., Kerosine Oil.—S. O. Co.

Bourbon, Fr. s.s. 997, Le Bail, 12th Oct., Saigon 7th Oct., Gen.—Man Fat.

Foohsing, Br. s.s. 1,423, E. Woolley, 21st Oct., Canton 21st Oct., Gen.—J. M. & Co.

Fore Dale, Br. s.s. 2,280, Noall, 16th Oct., Courabaya 28th Sept., Sugar.—B. & S.

Glenfarg, Br. s.s. 2,350, H. W. L. Holman, 21st Oct., Shanghai 18th Oct., Gen.—C. P. R. Co.

Gregory Apar, Br. s.s. 1,961, S. H. Nelson, 18th Oct., Yokohama and Moji 14th Oct., Gen.—D. S. & Co. Ltd.

Hailan, Fr. s.s. 475, O. Hög, 19th Oct., Hoihow 18th Oct., Gen.—A. R. M. Co.

Haitan, Br. s.s. 1,163, J. S. Rosch, 21st Oct., Fochow 18th Oct., Gen.—D. S. & Co. Ltd.

Hopang, Br. s.s. 1,350, J. M. Hay, 19th Oct., Sourabaya 4th Oct., and Pulo Laut 7th, Sugar.—J. M. & Co.

Keong Wai, Ger. s.s. 1,100, J. Köhler, 19th Oct., Bangkok and Swatow 9th Oct., Rice and Meal.—B. & S.

Kohsichang, Ger. s.s. 1,202, C. Roseloff, 20th Oct., Bangkok 12th Oct., Rice.—B. & S.

Luertze, Br. s.s. 1,110, C. Frampton, 12th Oct., Saigon 10th Oct., Gen.—W. F. Sling.

Landry, Scherr, Ger. s.s. 1,017, V. Grandt, 11th Oct., from Salina Cruz and Yokohama, Fallast.—C. C. S. Co.

Mausang, Br. s.s. 1,644, G. S. Weigall, 18th Oct., Sandakan 3rd Oct., Timber and Gen.—J. M. & Co.

Meefoo, Ch. s.s. 1,339, J. McArthur, 21st Oct., Swatow 10th Oct., Gen.—C. M. S. N. Co.

Michael Iebson, Ger. s.s. 951, H. Bendixen, 15th Oct., Kwang Yen 8th Oct., Cement Siam, & Co.

Mongolia, Am. s.s. 8,750, P. S. Porter, 18th Oct., San Francisco and Shanghai 8th Oct., Mails and Gen.—P. M. S. Co.

Napshan, Br. s.s. 1,267, A. Jones, 18th Oct., Saigon 14th Oct., Rice and Gen.—B. & S.

Onsang, Br. s.s. 1,787, F. Wheeler, 15th Oct., Moji 9th Oct., Coal.—J. M. & Co.

Pongtong, Ger. s.s. 995, W. Bteffler, 17th Oct., Bangkok 10th Oct., Rice and Salt.—B. & S.

Prinz Sigismund, Ger. s.s. 1,844, D. Lens, 16th Oct., Sydney 22nd Sept., and Manila 13th Oct., Gen.—M. & Co.

Quarta, Ger. s.s. 1,146, H. Madson, 21st Oct., Hoihow 11th Oct., and Montok 13th, Gen.—J. C. J. L.

Ragnar, Nor. s.s. 1,720, Augensen, 15th Oct., Rajang 5th Oct., Timber.—Agard, Thoresen & Co.

Sierra Blanca, Br. s.s. 2,328, H. de Gruchy, 20th Sept., Manila (Hoihow) 17th Sept., Ballast.—J. M. & Co.

Sui Sang, Br. s.s. 1,776, W. D. Welsh, 20th Oct., Ch. Foo 14th Sept., Fallast.—J. M. & Co.

Tango Maru, Jap. s.s. 4,617, Wm. Thompson, 18th Oct., Shanghai 15th Oct., Flour, Milk and Lumber, &c.—N. Y. K.

Tikini, Dut. s.s. 2,888, H. Koops, 20th Oct., Balikpapan 19th Oct., Gen.—J. C. J. L.

Zafra, Br. s.s. 1,610, R. Rodger, 20th Oct., Manila 12th Oct., Gen.—S. T. & Co.

Sailing.

Daylight, Br. ship, 3,000, V. Bryde, 9th Oct., Yokohama 19th Sept., Ballast.—S. O. Co.

Eclipse, Br. armatad. bark, 2,068, J. White, 4th Oct., Canton 3rd Oct., Ballast.—S. O. Co.

Jataspolis, Br. ship, 2,500, Stewart, 5th June, San Francisco 5th April, Case Oil.—S. O. Co.

Lyndhurst, Br. bark, Farrell, 14th Sept., Bangkok 15th Aug., Case Oil.—S. O. Co.

Steamers Expected.

Vessel	From	Agent	Date
Tenyo Maru	Japan	N. Y. K.	Oct. 23
Yokohama Maru	Yokohama	N. Y. K.	Oct. 23
Aki Maru	Yokohama	N. Y. K.	Oct. 23
Tourane	Saigon	M. M. & Co.	Oct. 26
Fookiang	Singapore	M. M. & Co.	Oct. 26
Yawala Maru	Manila	N. Y. K.	Oct. 26
Hitachi Maru	Manila	N. Y. K.	Oct. 26
Kumaso Maru	Japan	N. Y. K.	Oct. 27
Emp. of Japan	Japan	C. P. R. Co.	Oct. 28
Moyori Maru	Bombay	N. Y. K.	Oct. 30

POST RETURN.

Vessel	From	Agent	Date
Haitan	At Kowloon Dock		
H.M.S. Whiting	"	"	"
U.S.S. Albatross	"	"	"
Kiang Ta	"	"	"
Sierr Blanca	"	"	"
Kiang Chi	"	"	"
Likio	"	"	"
Ngongle	"	"	"
Saisang	"	"	"
Kwong Fu	"	"	"
Tak Hing	"	"	"

Ships Passed The Canal.

22nd September—Schuykill, Amiral-Oly, Porus, 25th September—Pakhoi, Pak Ling, Tudor Frigate, Semalt, Syria, Yarra, Hudson, 10th September—Kleist, Benary, Saxonia, Halyang, 2nd October—Andrie Richmers, Cyclops, Dierflinger, Silkhon, Pular, Sanuki Maru, Kintack, Tawana, Wakaia Maru, 6th October—Sopernik, 9th October—Lancopore, Ajax, Australis, Myrmidon, Palermo, Stih, Kermanshah, 13th October—Polar, Ludwig, Frantz, Ferdinand, Bismarck, Erhardt, Malagho, Kermanshah, 16th October—Savo Maru, Arpa Maru, Arm and Bahic, Malia, Cardigashira, Prince Ellet Friedrich, Javonia, Juma, Moyana, Transporte, 20th October—Meinam Glenroy, Helene Richmers, Scandia, Ching Wo.

Arrivals at Home—22nd September—Kamo Maru, Scharnhorst, Telenach, Carnarvon, 15th Septem—Indraai, Nubla, 19th September—Nippon, Melanaus, Kawachi Maru, Ya ra, 2nd October—Pakhoi, Orasli, Mayo Maru, 6th October—Glenfarg, Pongtong, 9th October—Cyclops, Pak Ling, 9th October—Saxonia, Savonia, Sanuki Maru, 10th October—Saxonia, Savonia, Sanuki Maru, 20th October—Polar, Bayo Maru, Ajax, 21st October—Nyansa.

CHINA COAST METEOROLOGICAL REGISTER.

October 21st, 1908, a.m.

Bar. Th. Hg. Wind W.

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Post Office.

Approximate times of closing mails at Shanghai via Dalay and Siberia:

30th October, at 11.30 A.M.

5th November, at 8.30 P.M.

13th November, at 11.30 A.M.

The Public are informed that on and from the 1st instant, the weight limit on parcels to the United States by the direct route has been raised from 4 lbs. 6 oz. to 11 lbs. The Postage remains the same, i.e., 35 cents per lb. or each fraction thereof.

A Mail will close for:

Swatow, Amoy and Fochow—Per Haitan, 23rd Oct., 10 A.M.

Sandakan—Per Mauwang, 23rd Oct., 10 A.M.

Yokohama, Kobe and Moji—Per Tikihi, 23rd

